

OGDEN ARSENAL, LOCOMOTIVE SHOP AND SHELTER
(OGDEN ARSENAL, BUILDING 1132)
(OGDEN ARSENAL, MAINTENANCE SHOP)
7975 Utility Drive
Layton Vicinity
Davis County
Utah

HAER No. UT-84-H

HAER
UTAH
6-LAY.V,
IH-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

**Historic American Engineering Record
National Park Service
Department of the Interior
Denver, Colorado 80225-0287**

HISTORIC AMERICAN ENGINEERING RECORD

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Location: 7975 Utility Drive, Hill Air Force Base, Layton Vicinity, Davis County, Utah

UTM: 12-414240-4553880

Date of Construction: 1921

Architect: Unknown

Builder: Unknown

Present Owner: Hill Air Force Base

Present Use: Maintenance

Significance: Locomotives were repaired in this building, which provides particularly vivid images of the processes involved in the maintenance activities that supported the overall operations of Ogden Arsenal before, during, and after World War II. Building 1132 is one of the oldest buildings on the Base, and was constructed to sustain the Arsenal's original mission of storing surplus World War I munitions.

History: Originally, this building was part of a network of structures that were designed to store left-over and obsolete ammunition from World War I. During the 1930's, however, increasing world political tensions made it imperative that Ogden Arsenal and other such facilities be updated. The Arsenal grew dramatically as World War II approached. Not only did storage facilities multiply more than tenfold, but the Arsenal also went into the business of manufacturing ammunition.

In the beginning months of World War II, Building 1132 provided shelter for the repair and maintenance of army owned locomotives. During World War II, Ogden Arsenal contained a vast network of railroad tracks and ran trains for immense delivery and shipping purposes. Rail transportation was the primary method of shipping goods to and from the Arsenal, as well as between the various ammunition manufacturing plants on the Base.

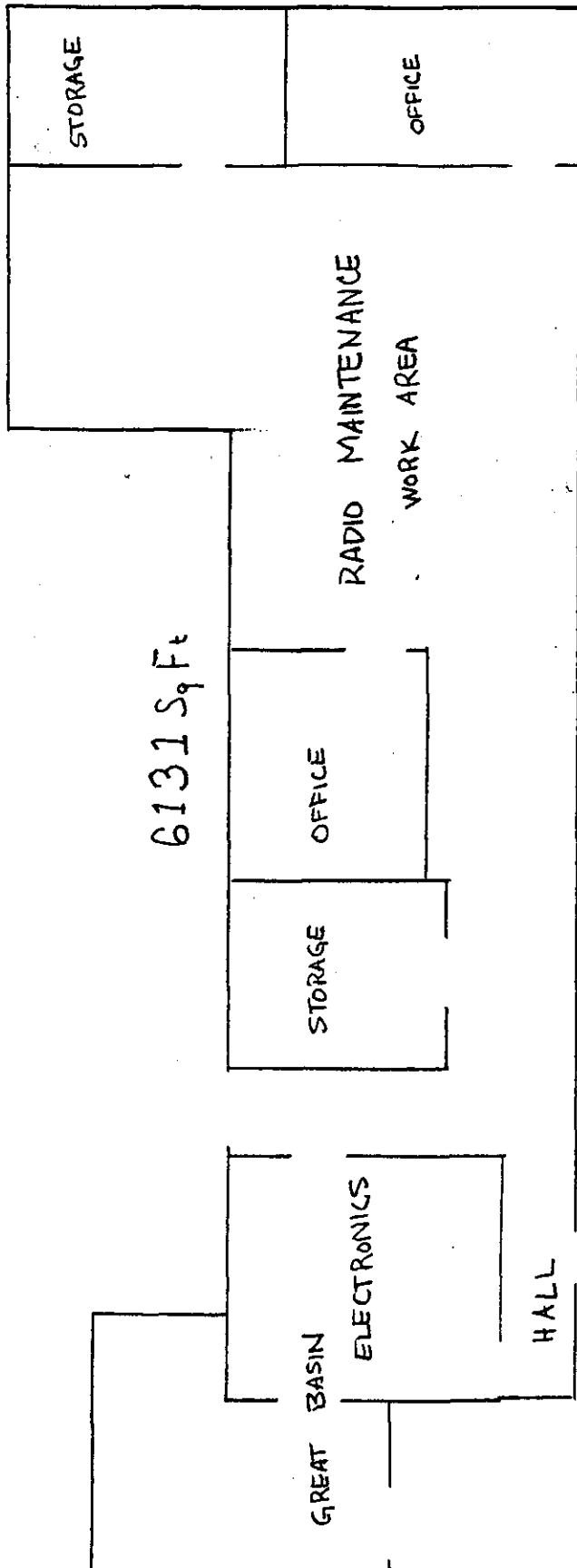
Building 1132 originally contained two separate locomotive repair bays with individual tracks. Each bay was accessible on the north side of the building through large steel rolling type doors over the tracks. Both repair stations featured an overhead travelling crane with a ten ton capacity that was used to hoist out heavy or awkward parts. One bay was equipped with an underground pit that provided accessibility to equipment on the underside of locomotives. Parts were removed from the locomotive and then carried into adjacent work rooms for repair. Some items may have been serviced in the Motor Repair Garage (Building 1133).

Due to the rapid expansion of Ogden Arsenal on the eve of and during World War II, the locomotive repair needs of the Arsenal had grown beyond the capacity of this small building. When a Locomotive Repair Shop with the capacity to service eight locomotives at a time (Building 1701) was completed in 1942, Building 1132 was converted into a machine shop and welding shop that supported the locomotive repair activities in Building 1701. One set of tracks that ran into the building were maintained so it could be used as an overflow repair facility when Building 1701 was full.

The basement of Building 1132 became a central heating plant in 1954. Two boilers, manufactured by Union Iron Works, were installed. Each of these semi-automatic, gas fired boilers operated on a 100 Horsepower motor that supplied 15 psi pressure.

General

Description: Building 1132, a one-story maintenance shop, is located in the north section of the General's Loop area. The most prominent feature of Building 1132 is a massive beige brick chimney, standing sixty feet tall, which serves the shop's boiler room. The shop's walls are constructed of brick, which has been laid in a nine-course American bond pattern and painted in a white and brown color scheme. The structure is actually one building although its massing makes it look like two buildings joined together. (It is believed that both halves were constructed at the same time.) The structure still has its original industrial steel sash windows throughout. Large metal rolling doors provide access to the building on both the north and south elevations. A wooden shed, attached on the east wall, connects Building 1132 with Building 1135. The exterior access stair located on the north wall was enclosed after 1954.



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